

IDAHO TRANSPORTATION DEPARTMENT

DISTRICT THREE

*(ADA, ADAMS, BOISE, CANYON, GEM, ELMORE, OWYHEE, PAYETTE,
VALLEY & WASHINGTON COUNTIES)*

Project Report



October 2009

Current Report: Fiscal Year 2010-12

Projects In Design/Development

Legend

NEPA – National Environmental Policy Act

PS&E – Plans, Specifications & Estimates

(design phase is complete and project is ready to advertise to potential contractors)

The GARVEE Transportation Program uses funds from **Grant Anticipation Revenue Vehicle** bonds to expedite needed interstate improvements.



Ada County

Idaho 16, Interstate 84 to Idaho 44 Environmental Study (GARVEE)

- This project will preserve a corridor for the future 7.5-mile-extension of Idaho 16 to I-84. As western Ada and eastern Canyon counties develop, the ability to move north-south traffic is a primary concern. The project will provide a vital north-south link in the Treasure Valley. Three possible routes are being considered, with the east and west end points still in question. Numerous preparatory reports are scheduled to be completed by April 2010. Additional funding must be identified for right-of-way purchase, design and environmental work, and construction. A public meeting was held July 8 at Rocky Mountain High School in Meridian.

Idaho 16, Intersection of Floating Feather Road

- A turn bay will be added at this intersection to serve north- and southbound traffic. This highway connects Gem and Ada counties. The once-rural area is changing from farms and orchards to subdivisions and businesses. Increased traffic is creating safety and congestion concerns. A 10-foot box culvert exists within the projects limits and will be extended on both sides of Idaho 16 to allow for the lane addition. Construction is expected to begin in spring 2010.

U.S. 20/26, Caldwell to Boise, Corridor Preservation

- This is a Concept/Access Management study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The majority of this corridor is a two-lane rural roadway with a 55 mph speed limit. The land use along the roadway is mainly agricultural; however, an increasing number of residential subdivisions are being constructed. Right-of-way costs along U.S. 20/26 are escalating. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor.

SH 21, Wildlife Collision Avoidance (Stimulus):

- This project includes the construction of a structure on Idaho 21 near milepost 18 to allow big game species such as deer and elk to cross the highway and reduce the number of vehicle/animal collisions. Construction is expected to begin next spring.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/NEPA study. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. Idaho 44 lies in an important east/west

corridor that connects Ada and Canyon counties. Idaho 44 runs from the city of Eagle, through the downtown areas of Star and Middleton, and ends at I-84 in Canyon County. The highway is one of only three east/west highways carrying traffic between Ada and Canyon counties. Land along the highway is being developed at a rapid rate. Farms and dairies are becoming subdivisions and businesses, creating more traffic. The project also includes a proposal for an alternate route at Middleton. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Open houses were held in Eagle Feb. 11 and Middleton Feb. 12, attended by more than 200 people.

Idaho 55, Eastbound Ramps to Fairview

- This is a pavement rehabilitation project on Eagle Road (Idaho 55) between I-84 and Fairview Avenue. Final design of the project has begun. The project is scheduled to advance to the PS&E phase in Sept. 2009 and built in 2010.

I-84, Cloverdale Underpass Bridge

- This is a bridge-deck rehabilitation project for the bridge, built in 1966. The top inch of the old surface will be removed, and two inches of new material put down. Construction is scheduled for spring/summer 2011.

Western Heritage Historic Byways Signage (OFF SYSTEM)

- This Scenic Byways project will construct 4.5 miles of 5-foot shoulders (bicycle lanes) on both sides of Swan Falls Road south of Kuna from Nicholson Road to Kuna Mora Road. The Concept Report, Preliminary review, Environmental Evaluation and Design Study Report have been completed and approved. Final Design review meeting was held Jan. 29. The PS&E package was submitted to District 3 April 1, 2009. State/Local Agreement (Construction) sent to ACHD August 18, 2009.

Adams County

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in New Meadows Oct. 28 and Council Nov. 5, 2008. If you were unable to attend the meetings but would like to make comments, suggestions or questions should be sent to comments@itd.idaho.gov.

Boise County

Idaho 21, Mores Creek Bridge

- This project will rehabilitate the existing bridge including deck, joints, replacement of the bridge parapet and railing, foundation and other repairs and is scheduled for 2010. The existing bridge is eligible for the National Historic Register. The project is expected to advance to the PS&E phase in November 2009.

Idaho 21, Five Mile Creek Culvert

- This fish-passage project is being funded through the U.S. Forest Service. The project is located near milepost 83 on Idaho 21 east of Lowman. This project is in the early stages of project development. A short-span bridge that would replace the existing culvert is being considered, along with stream rehabilitation. Construction is expected to begin in summer 2010.

Idaho 21, (1) Mores Creek Summit to Milepost 60, (2) Milepost 60 to Clear Creek Bridge

- The scope of these two companioned projects will include overlaying approximately 20 miles of Idaho 21. The project is expected to advance to the PS&E stage in October 2010 and construction is anticipated in spring/summer 2011.

Idaho 55, South Fork of Payette River Bridge

- This bridge deck repair project also includes repair of the approaches to the structure at Banks near milepost 79. The current program has this project scheduled for 2011 construction.

Idaho 55, Payette River Bridge to Banks

- This is a pavement preservation project involving approximately 14 miles of roadway. The project is expected to advance to the PS&E stage in October 2011 and construction is anticipated in spring/summer 2012.

Idaho 55, Banks to Round Valley Rockfall Mitigation

- This is a rockfall mitigation project scheduled for 2010. The project will remove loose rock from the rockfall zone and may add netting to prevent falling rocks from entering the roadway. This project is expected to advance to the PS&E stage in early October.

Canyon County

Idaho 19, Corridor Study

- The Idaho 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs within and along State Highway 19 beginning at Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line (finishing at Oregon State Highway 201, a total of 19.8 miles. It shares the route of U.S. 95 between Homedale and Wilder. The Corridor Study is being done to comply with Idaho Transportation Department Board policy, which is also consistent with federal planning guidance. The study and subsequent adopted plan will be used to chart Idaho 19 road improvements in the Statewide Transportation Improvement Program (STIP). Meetings are planned in Caldwell and Homedale in mid-October.

U.S. 20/26, Caldwell to Boise, Corridor Preservation

- This is a Concept/Access Management study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The majority of this corridor is a two-lane rural roadway with a 55 mph speed limit. The land use along the roadway is mainly agricultural; however, an increasing number of residential subdivisions are being constructed. Right-of-way costs along U.S. 20/26 are escalating. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor.

U.S. 20/26, I-84 to State Line, Corridor Study

- The purpose of the U.S. 20/26 Corridor Study is to develop a medium range (through 2020) plan that identifies current and future highway needs for more than 14 miles of U.S. 20/26 running from I-84 near Caldwell west to Nyssa, Oregon and the Snake River. The highway overlaps U.S. 95 for eight miles from east of Parma to Anderson Corner Road - the corridor study for that section is addressed in the ongoing U.S. 95 Corridor Study. U.S. 20/26 is a major farm-to-market road serving agriculture and quarrying industries in western Canyon County. Cross-state access is directly provided to Nyssa and connecting access is provided

via Highway 18 to Adrian, Oregon. The majority of the highway is two-lane rural with a 65 mph speed limit. Meetings are planned in Caldwell and Parma in mid-October.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/NEPA study. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. Idaho 44 lies in an important east/west corridor that connects Ada and Canyon counties. Idaho 44 runs from the city of Eagle, through the downtown areas of Star and Middleton, and ends at I-84 in Canyon County. The highway is one of only three east/west highways carrying traffic between Ada and Canyon counties. Land along the highway is being developed at a rapid rate. Farms and dairies are becoming subdivisions and businesses, creating more traffic. The project also includes a proposal for an alternate route at Middleton. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Public meetings were held Feb. 11 in Eagle and Feb. 12 in Middleton.

Idaho 55 Corridor Study

- Public meetings on Idaho 55 were held in Caldwell and Homedale in late 2008, and in Marsing April 16. An additional meeting will be held in Canyon County in September. If you were unable to attend the previous meetings but would like to comment, suggestions or questions should be sent to comments@itd.idaho.gov.

I-84, Franklin to Garrity Widening (GARVEE)

- This project will widen the existing interstate to three lanes in each direction between Franklin and Garrity interchanges in Nampa, and involves two minor structures. The project is expected to be advertised to potential contractors in September. Construction is not yet funded.

I-84, 11th Avenue Overpass Reconstruction (GARVEE)

- This project involves the replacement of the 11th Avenue Overpass to allow for future additional lanes on I-84. The structure is located between the Franklin and Garrity interchanges. The project is expected to go to bid in November 2009, and work may start in early winter. Construction is not yet funded, however.

I-84, Garrity Interchange Bridge Widening (GARVEE)

- This project will replace the two existing bridges carrying I-84 traffic over Garrity Boulevard with a single, wider bridge to allow for additional lanes on the interstate. Reconstruction of I-84 for about one-half mile each side of the bridge will be included in the project. The project is expected to be advertised in September, with construction starting in December.

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in several locations in the fall of 2008, and a meeting is slated for Parma July 16. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. If you cannot attend the meeting, comments, suggestions or questions should be sent to comments@itd.idaho.gov.

U.S. 95, Wilder South City Limits to Parma South City Limits

- The pavement on eight miles of U.S. 95 will be rehabilitated in this project, from the south city limits of Wilder to the south end of Parma. Construction is expected in 2012.

Elmore County

Idaho 51, Nevada State Line to Sheep Creek Road

- This is a 20-mile pavement rehabilitation and preservation project on a two-lane road, about 70 miles south of Mountain Home. The first 11.4-mile stretch will receive a thin overlay of asphalt (about 1.8 inches), and the entire 20-mile area will be seal coated. It is a 24-working days contract, with all work between 7 am and 7 pm. Nighttime work is prohibited. The work is expected to begin in summer 2010.

I-84, Regina to Cleft eastbound

- This is a pavement preservation project involving approximately twelve miles of the eastbound lanes. The field review is scheduled for this fall. The project is expected to advance to the PS&E stage in October 2011 and construction is anticipated in spring/summer 2012.

I-84B, Old Highway 30, Mountain Home

- This is an intersection improvement project adjacent to Exit 90 that will widen four legs of the intersection to accommodate left-turn lanes. Construction is scheduled for 2011.

Owyhee County

Idaho 51, Sheep Creek Road to Tindall Road

- This nine-mile pavement rehabilitation (overlay) project, about 30 miles south of Mountain Home, is scheduled for construction in spring/summer 2011.

Idaho 55 Corridor Study

- Public meetings on Idaho 55 have been held in Canyon County this fall, and one was held in Marsing April 16. If you cannot attend the meeting but would like to comment, suggestions or questions should be sent to comments@itd.idaho.gov.

Idaho 78, Jct. Idaho 55 to Givens Hot Springs

- This project rehabilitates 11.5 miles of pavement on Idaho 78 from the junction of Idaho 55 to Givens Hot Springs. Construction is anticipated in 2011.

Idaho 78, Givens Hot Springs to Jct. Idaho 45

- This project rehabilitates 8.3 miles of pavement on Idaho 78 from Givens Hot Springs to the junction with Idaho 45. Construction is anticipated in 2011.

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in Fruitland, Payette and Homedale in late 2008. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. If you were unable to attend the meetings but would like to comment, suggestions or questions should be sent to comments@itd.idaho.gov.

U.S. 95, Oregon State Line to milepost 16

- This project involves the rehabilitation of 16 miles of U.S. 95, from the Oregon State Line northeast into Owyhee County. Construction is anticipated in 2011.

U.S. 95, Jct. Idaho 55 to Homedale South City Limits

- This is a 7.5-mile pavement rehabilitation project. Construction is scheduled for 2010. A project is expected to get under way this summer which will add three to six inches to the

shoulders in that area in preparation for this project. The project is expected to advance to the PS&E stage by January 2010.

Payette County

Idaho 52/Idaho 72 (1) Payette E. City Limits to Jct. Idaho 72 (2) Jct. U.S. 30 to Jct. Idaho 52

- These are companion summer 2010 pavement rehabilitation projects. A thin overlay will be placed on about 14 miles of rural highway, including guardrail work on a canal crossing and some minor repair work around the Payette River Bridge to prevent further eroding around abutments. Construction is anticipated to begin in the spring or summer of 2010.

U.S. 95, Payette River Bridge, South of Payette

- This U.S. 95 project will replace the northbound truss bridge (built in 1927) located on U.S. 95 between Fruitland and Payette. The new bridge will be two-feet higher off the water, will allow unlimited vertical clearance and be 84 feet in width, eliminating current safety concerns regarding width and height restrictions. It also includes minor roadway realignment to tie into the new bridge location. U.S. 95 is the main route connecting north and south Idaho. About 18,000 vehicles use this portion of the highway daily and by 2026 the volume is expected to be more than 25,000. The proposed new bridge would be constructed between the existing southbound and northbound bridges. The new bridge may be attached to the existing southbound bridge. Contractor's bids will be opened on the project in late summer/early fall 2009. Construction is scheduled to start shortly thereafter, and will take about two years to complete.

U.S. 95, (1) North Payette City Limits to South Payette City Limits, (2) North Fruitland to South Payette, (3) Snake River Bridge to Jct. U.S. 95, Fruitland

- These three companion pavement rehabilitation projects encompass about six miles, from north Fruitland to north Payette, and are scheduled for construction in 2010. Work also includes about one-half mile of U.S. 30 between the Snake River and Fruitland.

Valley County

Idaho 55 Corridor Study

- A public meeting on Idaho 55 was held in McCall Oct. 29, 2008 and in Cascade Aug. 27, 2009. If you were unable to attend the meetings, but would like to make comments, suggestions or questions should be sent to comments@itd.idaho.gov.

Idaho 55, Gold Dust Road Turn Bay, south of Cascade

- This project will construct a left-turn lane on Idaho 55 for Gold Dust Road at milepost 112, about 1.5 miles south of Cascade. This project is expected to advance to the PS&E stage in early October. Project construction is scheduled for 2010.

Idaho 55, Banks to Round Valley Rockfall Mitigation

- This is a rockfall mitigation project scheduled for 2010. The project may add netting to prevent falling rocks from entering the roadway, which will also include the removal of loose rock from the rockfall zone. This project is expected to advance to the PS&E stage in early October.

Washington County

U.S. 95 Corridor Study

- A public meeting on U.S. 95 was held in Weiser on Nov. 6, 2008. If you were unable to

attend the meeting but would like to make comments, suggestions or questions should be sent to comments@itd.idaho.gov.

U.S. 95, Interchange Overpass in Weiser

- Design will begin soon on this bridge rehabilitation project, which will perform minor concrete repairs on two adjacent four-span bridges on U.S. 95 Spur, built in the late 1950s. Bridge deck joints will be replaced, and it will include repair of some cracking or breaking in the bottoms of some of the bridge girders, as well as repair of metal bridge railings on both structures. The work will extend the life of the structures. One lane of the two-lane structures will be maintained for traffic. The project has advanced to the PS&E phase as of Aug. 20, 2009. Construction is anticipated in the spring of 2010.

Projects Under Construction/Beginning Soon

Ada County

Idaho 55, State Street (Idaho 44) to Overhead Sign Board

This project is a resurfacing of Idaho 55 in Eagle, from the State Street (Idaho 44) intersection north to the overhead message board located just beyond Shadow Valley Golf Course. The pavement in this stretch is rough and rutted. The resurfacing process will extend the life of the roadway and create a smoother ride for motorists. The 5.5-mile corridor shifts from as few as two lanes to as many as six. At least one lane in each direction will be maintained throughout the project. The traffic pattern for the corridor will change several times throughout the life of the project. Construction is expected to start in mid-to late September and be completed in early October.

- Contractor: Knife River (Boise)
- Amount: \$1,416,461
- Started: Sept. 8, 2009
- Est. Completion: October 14, 2009

I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening. The project includes delineators, signs, drums, pavement markings, and pavement maintenance. Two AWIS (Automated Work Zone Systems) will also be added in this project, which includes camera, radar speed detection, and variable message signs to relay messages to commuters regarding commute times, construction traffic control, and more. The cameras and cabinet foundations have been installed, and work on fiber optics is under way. The Ten Mile to Meridian project will be the first to utilize these technologies, and the coordination would be in effect throughout the remaining Garrity to Meridian projects.

- Contractor: Specialty Construction Supply (Boise)
- Amount: \$5,066,081
- Started: May 2008
- Est. Completion: summer 2010

I-84, Garrity Interchange to Ten Mile Road, highway reconstruction (GARVEE)

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. Lane reconstruction and temporary lanes with traffic shifts also are included.

- Contractor: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$28,654,777
- Started: late October 2008
- Est. Completion: Oct./Nov. 2009

I-84, Ten Mile Interchange, Meridian (GARVEE)

This project will construct a full Single-Point Urban Interchange (SPUI) at Ten Mile Road, to replace the bridge built in 1964. The project is being developed to relieve congestion at the Meridian Interchange and provide local access to the growing area west of Meridian Road. ACHD and the city of Meridian have agreed to the closure of Ten Mile Road during construction, which should save months off the project duration. The finished product will also have bike paths, pedestrian crossings and sidewalks. Farming access will be maintained for the fields north of the interchange.

- Apparent Low Bidder: Staker & Parsons dba Idaho Sand & Gravel (Nampa)

- Amount: \$33,798,013
- Started: July 29, 2008
- Est. Completion: May 2011

I-84, Cole Interchange to Broadway Interchange Freeway Widening (GARVEE)

This project rebuilds and widens 3.5 miles of I-84 to four lanes in each direction from the Cole Interchange to the Broadway Interchange, adding two new lanes each way. Widening will occur in the median area of the existing roadway and will include a permanent median barrier separating traffic to improve safety.

- Contractor: Concrete Placing Co. (Boise)
- Amount: \$35,902,942
- Started: Sept. 20, 2009
- Est. Completion: Dec. 2011

I-84, Orchard Street Interchange (GARVEE)

This project will rebuild the Orchard Interchange with a partial Diamond Interchange design. The existing interchange (the bridge was built in 1969) will be replaced with a new one positioned slightly to the west, with realigned, widened and extended on- and off-ramps. This project also includes improvements to the intersection of Victory Road, Wright Street and Orchard Street. Five lanes of traffic will be maintained across the bridge during the reconstruction of the Orchard Street Interchange. Crews will build 3/4 of the new bridge to the side of the current, during which times traffic will be maintained on the current bridge. When the new bridge is 3/4 complete, traffic will be switched to the new structure. This will add traffic capacity and accommodate additional lanes on I-84 in the immediate future. Currently, 20,000 vehicles per day use the interchange, and it is expected to grow to 36,700 by 2030.

- Contractor: McAlvain Construction Inc. (Boise)
- Amount: \$15,076,456
- Started: April 7, 2009
- Estimated Completion: summer 2010

I-84, Vista Avenue Interchange (Stimulus)

This project will rebuild the Vista Interchange (the bridge was built in 1969) with a Single Point Urban design, which places a traffic light at the center and allows for protected left turns in each direction. This will add traffic capacity and accommodate future lanes on I-84.

- Contractor: Central Paving Co. (Boise)
- Amount: \$17,786,796
- Started: July 12, 2009
- Est. Completion: September 2010

Canyon County

Indian Creek Bridges, Caldwell (OFF SYSTEM)

This project off the state highway system will repair two bridges (the 11th and 21st Avenue bridges) spanning Indian Creek in Caldwell. The 11th Avenue Bridge – a steel structure - passes under a residential intersection. The 21st Avenue Bridge – a concrete structure - serves a well-used route between the freeway and the College of Idaho. Approach work, with sidewalk, curbing and gutter also will be included.

- Contractor: Braun Jensen (Payette)
- Amount: \$2,278,000
- Started: June 1, 2009

- Est. Completion: November 2009

I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening. The project includes delineators, signs, drums, pavement markings, and pavement maintenance. Two AWIS (Automated Work Zone Systems) will also be added in this project, which includes camera, radar speed detection, and variable message signs to relay messages to commuters regarding commute times, construction traffic control, and more. The Ten Mile to Meridian project was the first to utilize these technologies, and the coordination would be in effect throughout the remaining Garrity to Meridian projects.

- Contractor: Specialty Construction Supply (Boise)
- Amount: \$5,066,081
- Started: May 2008
- Est. Completion: summer 2010

I-84, Garrity Interchange to Ten Mile Road, highway reconstruction (GARVEE)

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. Lane reconstruction and temporary lanes with traffic shifts also are included.

- Contractor: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$28,654,777
- Started: late October 2008
- Est. Completion: Oct./Nov. 2009

Payette County

7th Avenue North, Payette (OFF SYSTEM)

This project consists of constructing a two-lane asphalt roadway with left-turn bays at major intersections. In this Local Highway Technical Assistance Council project one-half mile of 7th Avenue will be rebuilt and widened with new curb and gutters, also adding pedestrian ramps per ADA (Americans with Disabilities Act) standards. Some sidewalk and bike lanes also will be completed. The bridge over the irrigation canal also will be repaired, and drainage improved for residents. 7th Avenue North is the road that leads to McCain Middle School and the WICAP Headstart. Construction will extend from the intersection of 7th Avenue North and U.S. 95 about halfway to the intersection at Iowa Avenue.

- Contractor: Knife River (Boise)
- Amount: \$1,459,211
- Started: Dec. 2, 2008
- Est. Completion: November 2009

Washington County

Superior Street/Mill Road, Cambridge (OFF SYSTEM)

This project, off the state highway system, involves improving 1,300 feet of roadway at the north end of town and replacing the existing bridge on Rush Creek with a new single-span bridge. To improve drainage, the two-lane roadway is going to be paved curb-to-curb, with curb, gutter, parking stalls and sidewalk work included. Although ITD is administering the contract, the project itself comes under the jurisdiction of the Local Highway Technical Advisory Council (LHTAC). The city of Cambridge is the local sponsor of this project.

- Contractor: Hap Taylor & Sons Inc. dba Knife River (Boise)
- Amount: \$922,499
- Started: July 20, 2009
- Est. Completion: Late October 2009

U.S. 95, Midvale Hill Rest Area

This project will upgrade the rest area on U.S. 95 at Midvale Hill. The project will rehabilitate the existing rest area (built in 1987) and caretaker facilities, create additional truck parking, and include other repairs. The rest room building is being completely torn down and rebuilt. The rest area will be closed during this project, and signs posted in Cambridge and Weiser to announce the closure. No temporary facilities are planned.

- Contractor: WF Construction & Sales LLC (Meridian)
- Amount: \$1,436,640
- Started: March 2, 2009
- Est. Completion: Late October 2009

U.S. 95 Spur, Snake River Bridge, Weiser

This project replaces the Snake River Bridge connecting Annex, Oregon to Weiser. The bridge was built in 1903, with an additional span added in 1911. Traffic signals were added in 1949. In the 1950s, the bridge was replaced, and that is the one being rebuilt today. When completed, the new bridge will be 16 feet wider and able to carry heavier traffic volumes. In addition, the road on both sides of the bridge will be reconstructed. New curb, gutter and sidewalks will be reconstructed on the Idaho side of the bridge. This project is currently several months ahead of schedule.

- Contractor: Sletten Construction (Boise)
- Amount: \$10,015,956
- Started: March 10, 2008
- Est. Completion: January 2010

*For current driving information on Idaho highways,
visit 511.idaho.gov or dial 5-1-1.*

